Sports and Sportsmen

PROGRAMME OF SPORTS TO-DAY. RACING.-Saratoga Racing Association,

GOLF.—Annual open tournament, Point Judith Country Club, Narragansett Pier, R. I.; open tournament, Kebo Valley Country Club, Bar Harbor, Me.

YACHTING.—Seawanhaka against Phila-delphia, knockabout class match, Oyster Bay, Long Island; Canada Cup races, off Toronto; Plymouth Yacht Club, open

POLO.-Myopia Hunt Club tournament

ATHLETICS.—Knickerbocker Athletic Club, club games, Bayonne, N. J. CRICKET.—Southern Interstate championship, Atlanta, Ga.; international tournament, Niagara-on-the-Lake, Canada.

GYMKHANA.—Pony and gymkhana races, Southampton, Long Island. SHOOTING.—Brooklyn Revolver Club, handicap shoot for club purse, Wallabout

RACING.

CONTESTS AT SARATOGA DEVOID OF IN-TEREST-THREE FAVORITES BEATEN -MEET ENDS TO-MORROW.

aratoga, N. Y., Aug. 23 (Special)-This was one of the least attractive days of the meeting. The programme tendered was far from interesting, and to add to the despair of the spectators favorites were beaten in three of the five contests decided. Every one is anxiously awaiting Friday's windup. Many are indifferent about staying to the last and may leave for New-York to-morrow.

Lady Massey's victory in the opening race was most impressive, and it looks as if she will prove a worthy competitor for some of the first class colts. She was under a pull the entire distance. Tar Hill was second, and Post Haste, who suffered

Dr. Eichberg's support for the second race was probably based on the belief that he outclassed those opposed to him. It may be that he does outrank them, but he certainly could not outspeed them, as the finish found him fourth, Sea Lion. eplendidly handled by "Tommy" Burns, winning by a length from K. C. B., who beat The Barrister a length and a half. The latter fouled Alice Nise in the last fifty yards, but the claim of foul made against him was dismissed. It is said that L. V. Bell purchased Dr. Eichberg with the intention of making a jumper of him. Those who backed him to-day favor his being turned over to the

Galathee and Meadowthorpe carried all the wise money in the third race, but both were beaten. Myth winning in good style. Galathee, who swerved badly in the homestretch, was second, Judge Wardell third. Meadowthorps was simply out of it the entire distance. It was evidently one of his bad days.

When "Jack" Joyner started for Sheepshead Bay left one of his charges, Lackland, behind, believing he might pick up a purse. He started in the fourth race against an ordinary lot, yet when it came to the finish he was last. A long delay at the post probably hurt his chances some, and Maher's poor handling certainly added to the dissatisfaction of his backers. The race was won Clonsilla. with Charentus second and The Star of Rethlehem third.

Strathmaker, from the stable of Lew Elmore, was favorite for the closing affair, and on his recent running it certainly looked as if he should win, but he was never dangerous, and finished fourth. The winner was Olinda, a 4 to 1 chance. She opened up a big gap in the first quarter, and

although tiring at the end she lasted long enough to win by a length. La Vega was second and Kickumbob third.

The Stewards were busy during the afternoon taking evidence in regard to Monday's steeple-chase, all of which will be turned over to the Stewards of the National Hunt and Steeplechase Association.

Association.

Mr. Vosburg, one of the stewards of the meeting, when handing out the finding on the race, included the owner of Populist among those ruled off. This has been corrected, as the finding was only intended to apply to the horse, his trainer, John Nixon, and his rider, Moxley, Mr. Maloney, the owner, it is asserted, was in no way implicated in the scandal. The summary:

FIRST RACE-Purse \$400; for two-year-olds; selling C. F. Hill's b. f. Lady Massey, by Falsetto-Minarette, (Maher

E. W. Purser's ch. c. Tar Hill, 109 (Bullman) 2 O. L. Richards's b. c. Post Haste, 109 (Clawson) 3

Start poor. Won easily by a length; a length and a

View. 108. (T. Burns) 1. J. E. Steargram's b. c. K. C. B. 108. (McChe) 2. C. F. Bushmeyer's ch. c. The Barrieter, 108. (Maher) 3. Dr. Eichberg, Alice Nise, Dr. Nembula and Compension.

Sation also rnn.

Betting—Sea Lion, 5 to 1 and even; K. C. R., 15 to 1 and 4 to 1; The Harrister, 10 to 1 and 3 to 1; Dr. Eichberg, 3 to 5 and out; Alice Nise, 50 to 1 and 10 to 1; Dr. Nembuda, 10 to 1 and 5 to 2; Compensation, 100 to 1 and 20 to 1.

Start poor. Won driving by a length; a length and a half between second and third. THIRD RACE-Purse \$400; selling. One mile.

F. J. Kittleman's ch. g. Myth, by Kallicrates—Paradox, 5 years, 108 fb. he. (Clawson) 1
P. Dunne's ch. c. Galathee 33 (Wilson) 2
G. W. Graydon's b. g. Judge Wardell, 4, 163 (Maher) 3
Time—1.41\(\frac{1}{2}\)
Bardella, Meadowthorpe and Winepress also ran,
Betting—Myth, 5 to 1 and 8 to 5; Galathee, 2 to 1 and
4 to 5; Judge Wardell, 7 to 1 and 5 to 2; Bardella, 7 to
1 and 11 to 5; Meadow Thorpe, 5 to 2 and 4 to 5; Winepress, 15 to 1 and 7 to 1.

Start fair, Wes Galathee, 2

Start fair. Won driving by a length and a half; same

distance between second and third. FOURTH RACE-Purse \$300; handicap. One and one-

Time-1.48. (Dupee) 3

Beau Ideat, Ben Ine and Lackiand also ran.
Betting-Clensilla, 8 to 5 and 7 to 19. Charentus, 7 to 2 and 8 to 5. The Star of Bethlebem, 6 to 1 and 2 to 1;
Beau Ideat, 9 to 2 and 8 to 5; Ben Ine, 15 to 1 and 5 to 1;
Lackland, 6 to 1 and 2 to 1. Start good. Won eleverly by a neck; three lengths be

tween second and third. FIFTH RACE-Purse \$300; for maiden two-year-olds

selling. Five furious.

J. D. Smith's ch. f. Olinda, by Order—Miss Saxon.

103 (Maher) 1

Edward Kelly's b. c. La Vega, 163 (McCup 2

104 (McCup 2

105 (McCup 2

106 (Maher) 1

Time—1.04 (Maher) 1

Strathmaker, Plohn, Ghetto, Allaire, Gratia and Firelock also ran

lock also ran

Betting—Olinda, 4 to 1 and 8 to 5; La Vega, 11 to 5
and 4 to 5; Kickumbob, 40 to 1 and 12 to 1; Strathmaker,
8 to 5 and 4 to 5; Floon, 12 to 1 and 5 to 1; Ghetto, 15
to 1 and 6 to 1; Allare, 10 to 1 and 4 to 1; Gratia, 15 to
1 and 6 to 1; Firelock, 50 to 1 and 15 to 1.

Start good. Won driving by a length; a neck between

SARATOGA ENTRIES TO-DAY.

The entries and weights for to-day's races at pounds below the scale. Five furlongs.
 Name
 Wt
 Name

 ockton
 107
 The Driver

 hetto
 108
 Kiskumbob

 oe
 McGee
 167

 Albenita
 167
 SECOND RACE-For three year-olds, that have not won

Compensation 109 Galahad
Leando 109 Diminutive
Country Dance 104 THIRD RACE-For three-year-olds and upward; nonthe scale; allowances. Six and one-half furlongs. | Hanwell | 122 Mechanus | 112 |
The Star of Bethlehem	119	Compensation	112
L'Alouette	117	Exit	107
Duke of Middleburg	117	Queen of Song	107
Cormerant	112	Limelight	102

FOURTH RACE-THE PEPPER STAKES, of \$3,000, for two-year-olds; penalties and allowances. Five and one-nair Divious.

aribert 126 Bardine 114
samerist 126 Mr. Jersey 104
aring 114 Latosca II. 101 FIFTH RACE-For three-year-olds and upward; selling.

.106 Hardly 165 105 Red Spider 93 101 Prohman 163 101 Cathedral 160 100 Weller 53 97 Winepress 86 96 Leando 86

any young woman on Long Island, any distance. THE SHAMROCK STRIPPED. instructions in not doing so. One of the men said that he had already talked too much on the other for money or glory.

Miss Golding is one of the best all around swimmers on Long Island, and, though only seventeen years old, has won every race that she has entered for the last six years.

BASEBALL.

NO LOCAL GAMES YESTERDAY-DOUBLE HEADERS, AT ST. LOUIS AND

GAMES YESTERDAY. St. Louis, 8; Chleago, (first game).
Chleago, 12; St. /Louis, (second game).
Louisville, 13; Cleveland, 3.

THE RECORDS. Won Lost, P.c. Clubs.

70 25 667 Chicago
68 41 624 Pittsburg
66 41 617 Louisville
64 41 610 New-York
60 149 550 Washington
58 848 547 Cleveland

St., Louis, Aug. 22.—St. Louis and Chicago broke eveneon a double header to-day. The former made a Garrison finish in the first game, winning out after the score was 7 to 2 against them. teams played loose ball in the two games. Mc-

Bride's wildness was mainly responsible for the loss of the second game. Attendance, 5,000. The scores follow: FIRST GAME.

SECOND GAME. The second game was called on account of darkness at the end of the seventh inning.

Ratteries—Sudhoff, McBride and Criger; Taylor and

LOUISVILLE, 13; CLEVELAND, 3. Louisville, Aug. 23.-Wilhelm pitched a good, steady game, while Colliflower was wild, and the Colonels found his delivery easy. The batting of Wilhelm and Wagner was a feature. Attendance,

Louisville 4 1 1 0 1 4 2 0 x-13 12 1 Cleveland 0 1 0 0 1 0 0 1 0-3 11 2 Batteries-Wilhelm and Zimmer; Colliflower and Sug-EVEN BREAK AT CINCINNATI,

Cincinnati, Aug. 23.-Leever was effective in the first game, while Hawley was hit hard. The Reds won the second by bunching hits on Hoffer. The FIRST GAME.

Batteries-Hawley and Peltz; Leever and Schriver. SECOND GAME. Batterles-Breitenstein and Peitz; Hoffer and Schriver.

HARNESS RACING.

GRAND CIRCUIT CONTESTS ON THE READ-VILLE TRACK.

THE RICH MASSACHUSETTS STAKE UNDECIDED AFTER AN EXCITING STRUGGLE.

Rendville, Mass., Aug. 23.-The Massachusetts Stake, worth \$10,000, by decision of the judges at dark is unfinished, and three horses have an equal chance to win it to-morrow with two heats each. The race was one of the finest exhibitions ever seen on any track for the class, and the judges' decision found favor and objection alike from the excited throng which had poured out on the track in the gathering fog and darkness. Tom Boy, owned by Frank Jones, of Portsmouth; Lecco, the favorite Boston stallion, and the stallion Charley Herr are left to battle to a finish. The result is in doubt, with Tom Boy as the favorite.

All the other races had rattling finishes in every heat, although the two in three style made a quick close. Summaries:

2:13 CLASS (UNFINISHED) Lecco, blk. s., by Bonnie Hoy (Etheridge) \$ 3 7 1 Tom Boy, b. m., by Edgemark (Marsh). 1 1 4 12 Charley Herr, b. s., by Alfred G. (Kelly) 2 2 1 2 Time-211, 2:1054, 2:12, 2:134, 2:104, 2:124

King Albert, b. s., by King Nutwood (Tyson)... Belle Cannon, b. m. (Biggs). Actuary, br. s. (Cherrier)... Time-2:13%, 2:15. TROTTING-2:12 CLASS-PURSE \$1,000-TWO IN THREE.
Who Is It, g. g., by Nutwood Wilkes-Lassie Jean

PACING-2:14 CLASS-PURSE \$3,000 (UNFINISHED) Daniel, b. m., by Alexander (Spear) 1 1 1 Johnny Agan, b. s. (Miller) 2 2 2 Dombey, fr., br. s. (L. McDonaid) 3 4 Time—2.06, 2.16,

PATCHEN DEFEATS GENTRY. TWELVE THOUSAND PEOPLE AT THE MATCH RACE AT GOSHEN.

Goshen, N. Y., Aug. 23.-The second day's race at the Goshen Driving Park drew a crowd of more than 12,000 people. The \$2,000 stake race be-tween the great pacers, John R. Gentry (2,00%) and Joe Patchen (2:01%) excited the greatest interest. The first heat was declared a dead heat, in 2:08 In the second Patchen won in 2:09, and in the third he reached the mile several lengths ahead of Gentry, who broke several times. Patchen drew the pole at the outset. The race, while an exciting one, was disappointing to the masses, who expected to see Gentry do better work.

In the last heat of the 2:18 class Teresa B, was disqualified for mixing gaits.

Following are the summaries:

PACING-MATCH RACE-PURSE \$2,000. John R. Gentry (Andrews) 0 1 1 1 John R. Gentry (Andrews) 0 2 2 Time—2:08, 2:09, 2:15½ TROTTING-2:23 CLASS-PARKWAY FARM STAKE, \$1,000, Farris, b. g., by Anteo (Bowne). 1 1 6
Firewood, b. g. (Kline). 8 3 1
Maid Thorne, br. m. (Lockwood). 2 2 5
Time-2:18, 2:173, 2:293, 2:29.

TROUTING 2:18 CLASS—PURSE \$800.

Nimrod, ch. g., by Aleantaris (Maxfeld). 1 2 1
Ivandorf, b. g. (Emery). 5 3 2
George C., br. g. (Coates). 2 8 7
Time-2:18, 2:164, 2:183, 2:19.

THE WINNERS AT WESTFIELD Park. Coaster looked like a winner in the 2:24 race

but Tugboat had the staying power. Summary: TROTTING AND PACING-2:24 CLASS-PURSE \$250 TROTTING AND PACING-2:19 CLASS-PURSE \$250
 Frank Knapp, b. g.
 1

 Venora, b. m.
 282

 The Duke, ch. g.
 7

 Observed of S.
 7

CRICKET.

CANADIANS THE VICTORS. Toronto, Ont., Aug. 23 (Special).-The visiting cricketers of the Knickerbocker Athletic Club. of New-York, played the third game of their Canadian tour here to-day, and suffered defeat by 18 runs. The visiting team had as their opponents today the strong forces of the combined Parkdale St. Albans clubs. The score:

PARKDALE-ST. ALBANS. W. Ledger, c Hurditch, b Kelly
W. H. Cooper, b Kelly
W. H. Cooper, b Kelly
C. Edwards, b Kelly
W. H. J. Tucker, b Kelly
W. H. Garrett, c Curran, b Cobb.
J. Forrester, b Kelly
R. Cameron, b Kelly
R. Cameron, b Kelly
G. A Larkin, c Tvers, b Cobb.
M. Boyd, b Kelly
J. Wheatley, c Pitcher, b Kelly
J. Edwards, not out.
Hye

KNICKERBOCKER A. C.

JURY RIG OF THE CHALLENGER RE-MOVED IN THE DRYDOCK.

SALLORS REGIN PAINTING HER HULL AN EMER-ALD GREEN-READY TO SET UP HER RAC

The yacht Shamrock, which has been sent across the ocean by Sir Thomas Lipton to try to take back to England the America's Cup, as she lies at Pier No. 3 in the Erie Basin, Brooklyn, looks like a derelict or a dismantled wreck. There is absolutely nothing showing above her decks. There is not a sign of a mast, a spar or a piece of rigging. Only the body of the yacht remains above water. Her great boom is lashed on the pier alongside the boat.

The crew was busy yesterday afternoon in taking out the jury mast of the Shamrock. The work was of a delicate nature, and unusual care was exercised, as there is always great danger of the mast toppling over into the water when it is raised out of the step, and of splitting the deck. The tug Champion was docked beside the

Shamrock at 2 o'clock in the afternoon, to lift the mast out of the challenger. The crane of the Champion was swung over the deck of the Shamrock and the steel blocks shifted to the starboard of the mast. The shackle hook was fastened in the lashing, which was secured around the mast. Lines were set aloft at the masthead, and their ends were fastened on the Nonawantuc. The spar was then steadied and lifted clear. The crane was swung inland from the English yacht and the mast was hoisted over and lowered on the deck of the Nonawantuc. Her sailors placed it in slings, and took it away to the German-American warehouse, where it will be stowed until required.

paint her topsides in the emerald green of Ire land. The sailors worked from noon yesterday to last evening painting. The lower strake was left unpainted. It shows a white metal near the bow, and some amateur yachting experts fancled that on that account the body of the Shamrock was built of aluminum. Men who are thoroughly acquainted with yachts, and have seen all the English challengers that have crossed the ocean since the America won the cup, are of the opinion that the hull of the Shamrock is of bronze.

The crew of the Shamrock was up at daylight. Captain Hogarth, Mr. Barrie, representative of Sir Thomas Lipton, and Dr. Mackay superintended the receiving of the racing mast, which is as long as the Shamrock itself. The shrouds, backstays and standing rigging were overhauled and placed on board the Erin, which took them down to the German-American Warehouse Mr. Barrie told a Tribune reporter yesterday afternoon that the Shamrock would be rigged as soon as possible, and tuned up for her trial spin. He also stated that William Crawford, superintendent of Fife's yard, in Fairlie, would superintend the work of rigging up the Sham-

"The Shamrock," said Mr. Barrie, "will have several trials off Sandy Hook before Sir Thomas Lipton, her owner, arrives here. He cabled me this evening that he would sail from Liverpool next Saturday, August 26. He will probably here on September 2. The Shamrock's bottom is not in foul enough condition at present to interfere with her trial spins, but when Sir Thomas arrives here he will likely ask us to dock the boat and place her in the best of con-dition. Personally I know that he is anxious to see how she works in American waters be-fore her docking, as he may want to alter her trim and adjust her ballast."

trim and adjust her ballast."

The Erin, which was the convoy of the Shamrock on her voyage across the ocean, was floated out of the Boston drydock in the Erie Basin at 9 o'clock yesterday morning. o'clock yesterday morning. David Barrie was on board. He said that the crew of the Shamrock consisted of sixty-six men, forty-three of whom were on board, twelve expert sailmakers from Ratsey's, and eleven extra sailors. Mr. Barrie added that the Shamrock's sails wer already on their way from Southampton, and that when they arrived here they would be bent as soon as the Shamrock was rigged. He has im-plicit faith in the judgment of Sir Thomas Lip-ton, and when seen on board the Shamrock by a Tribune reporter yesterday he said:

not leaving anything to lying alongside the Nonawantuc, will be kep there until after the international races are over Sir Thomas is not looking for any handleap, and his idea is to get everything in the way of tugs, boats and facilities, without vexatious delays, so that he may fit the Shamrock to do the best he possibly can in the races."
In reply to the question if the Shamrock had

a centreboard, Mr. Barrie said: "You may dive down under her and see for yourself that she hasn't got one. So far as I know the best yacht will win the race. I am not interested in betting, and I want to tell my friends that men who know anything about yachts know that they are an unknown quantity until they have been tried."

SIR THOMAS TALKS OF THE RACE. WILL BRING DISTINGUISHED GUESTS WITH HIM TO WITNESS THE CONTEST.

London, Aug. 23 .- Sir Thomas Lipton said to-day; "I am just as excited as a schoolboy as the race yachting experts, many of whom have seen the Shamrock through their telescopes. But while these good people know all about yachts, they have no data upon which to base opinions, except patriotic wishes. Any man knows the Shamrock has time allowance, and pretty easily. So to whittle Shamrock's chances down to the luck of heavy weather is beside the mark, for, in my opinion, Fife has designed an all round yacht.

tained. We have reasons for it. "It is quite true I asked the Prince of Wales to witness the races. No one would be happier than he to accept the invitation. But his engagements prevented. We may yet have distinguished guests, prevented. We may yet have distinguished guests. I am not at liberty to mention their names."
Continuing, Sir Thomas expressed great satisfaction with the Shamrock's crew. He said:
"Even now every man knows his station and his duty. With two skilled captains we shall get the highest yachtsmanship. The Americans know my feelings. We want to win, and if we do I believe they will shout as loud as if the Columbia won, for our opponents are sportsmen. If the Shamrock is successful no doubt the Americans will rise to the occasion, and, next year, make us exert our very best efforts to retain the cup."

SKIPPER PARKER'S AMBITION NIPPED. FORBIDDEN BY THE EMPEROR TO SAIL THE SHAMROCK.

London, Aug. 23.-It is said that Captain "Ben" Parker, the skipper of Emperor William's yacht Meteor, at the suggestion of Sir Thomas Lipton, the owner of the America's Cup challenger Sham-rock, asked His Majesty's permission to sail the Shamrock in her coming races in the United States and received a reply peremptorily forbidding bim to do so. do so. Simperor William is reported to have told Parker have nothing whatever to do with the America Cup races, and it is added that His Majesty signed no reason for this.

COUSIN OF THE DESIGNER AND FOREMAN AT THE

FAIRLIE VARDS TO WORK ON THE SHAMROCK. yacht Shamrock in trim for her coming races with the Columbia. They are William Crawford, foreman at the Fife yards, and David Fife, a cousin of William Fife, the designer. Almost the first sight that greeted the men as the liner neared her pier which was flying at the stern of the yacht's ten-der, the tug James A. Lawrence. The tug came up the river to take the men to Brooklyn.

Thomas Lipton's representative, and Dr. Reed Mc-Kay, the surgeon of the yacht Erin. They met the Hampden 101 Frohman 28 M. D. Hicke, run out 25 Lacky Star 101 Cathedral 105 Lacky Star 105 Weller 105 Miss Patron 105 Weller 105 Miss Patron 1

THE GENESEE WINS AGAIN. SECOND CONTEST FOR THE CANADA'S CUP

FURNISHED A HAIR RAISING FINISH. Toronto, Ont., Aug. 23 .- Another victory for the American yacht Genesee was the result of to-day's race in the Canada's Cup series. The course to day was nine miles to windward and return. The challenger displayed unexpected windward qualities, while the defender, on the other hand, surprised all her admirers by her speed in running. The racers were sent over the line at 12:20 p. m.

The Canadian boat, after a series of clever manœuvres, was in the weather position at the start, and led over the line by a few seconds. The Geneee, although to leeward, at once commenced to draw ahead, and was loudly cheered. At 12:45 the Genesee had drawn far enough ahead

At 12:15 the Genesee had drawn far enough ahead to cross the Beaver's bow and gain the weather gage. The breeze continued light, and the Hanley bost both outpointed and outfooted the Canadian. The run home was a most exciting one, for Skipper Jarvis was not beaten until the last second. When the yachts were within a half mile of the finishing buoy they gybed over and ran spinnakers out to starboard. It was a close finish, so close that those on shore were scarcely able to tell which yacht was ahead. The American boat won, and was greeted with tremendous cheers from Canadians and Americans alike.

Following are the official times, taken by the judges on the Pathfinder:

on wine by 29 sec The clapsed time of the race was as follows:

COLUMBIA'S NEW MAST UNSTEPPED. Bristol, R. I., Aug. 23.-After three hours' of hard work the Columbia's pine mast was taken out this afternoon and laid up on the whart of the Herreoff works at exactly 6 o'clock. It took consider able time to adjust the purchases for raising the mast, but it was accomplished at last and the big stick came out quite easily.

number of men were at work nearly all day on he new pine topmast and had not completed their thors on it to-night. A new set of spreaders were laced on the steel mast this afternoon. The old nes, which broke and caused the accident, were

THE VACHTS AND THOSE WHO SAIL THEM A regular yachting correspondent of an American paper writes from the other side as follows "Since we learn that all the available steamers Boston and Philadelphia have been chartered to accompany the race, there is much doubt on and seamers on the course and deluge the pas-sengers with sea water if there is any attempt at mobbing." In the region referred to it is evi-dently believed that "attempts at mobbing" have to be guarded against at New-York. Photographs of the lonely passages of the Defender and Val-kyrle III ought to be sent to the Clyde, if only out of kindness.

to England in 1894, is superintending the building of a large steam yacht for Isaac Stern. The vessel is being built at Bath? Me., and will be 200 feet long. After a cruise in foreign waters she will be Mr. Stern's headquarters at the Paris Exposition.

by W. T. Traverse, of Brooklyn, and the racer will be ready before the sailing season is over. Toronto to Hamilton was won on Friday by Mr.

The plans for a new 30-footer are being prepared

Gooderham's schooner Clorita, lately purchased in New-York from P. T. Dodge, of the New-York Yacht Club. The American yachtsmen now cruising in Lake Ontario were entertained at Hamilton on Thurs day night by the Victoria Yacht Club, which gave a dance in honor of the visitors.

is now announced that the frames of the Shamrock are of Krupp steel, and that her plates, which are three-sixteenths of an inch in thickness, are of manganese bronze. The "London Yachting World" says that her lead mine weights eighty-nine tons, the whole of it being turned in at one casting.

Unless the racing mast and topmast of the Shamrock, about which there is absolutely nothing known here, are much larger than those carried by the Shamrock when she raced the Britannia, England she will not have as high a reach as the Columbia. Her length along the bottom of the triangle for measurement is apparently greater by perhaps ten feet, but the tracings made from photographs of the same waterline length show that the Columbia's club topsall reaches fully ssible to say how much surprise the biggest

from here in fourteen days. She made the westward trip, which is always the longest one, owing to the prevalent westerly winds, in eighteen days. "Charlie" Barr, the present skipper of the Columbia, brought her back, with a crew taken from New-York. The Valkyrie III sailed from Gourock, Scotland, to Sandy Hook Lightship in twenty-wo-days nine hours and fifty-seven minutes, and ar-rived here in the night of August 18, 1895.

L. O. Van Riper is said to be building a new boat, which is going to be a marvel of safety. It salls on either side, the deck and bottom being the same. When Mr. Van Riper gets tired of sailing on the deck he can lift the mast out of the tube which forms its step, and, turning the craft bot-tom up, can restep the mast and sail along.

It appears that the Columbia's hollow steel mast in which the topmast houses, and which is spoken for it is said that Dr. L. A. Smith, of New-York, had in New-London in the early nineties a mast of similar construction in his sloop Phantom.

The new steam yacht Idalia, belonging to Eugene

a two weeks' cruise to Bar Harbor on their fine steam yacht the Starling. They had with them Mr. and Mrs. A. C. Mackenzie, of Cleveland; Miss Clara A. Poor, of Belmont, and Miss Abbott, of P. A. B. Widener's new steam yacht Josephine is

built of American products only. Her cost is estimated at \$50,000. Her cut glass and silverware alone cost \$30,000. A. E. Tower's new steam yacht Alberta, which was lately launched at Chester from Roach's

yards, is said to cost \$00,000. Mr. Tower lives at Poughkeepsie, and in winter is one of the best sup-porters of ice boating.

GOLF

TOURNAMENT AT PITTSFIELD.

Pittsfield, Mass., Aug. 22 (Special).-Some of the best scores of the season in competition play were handed to the Greens Committee this afternoon in the August tournament for the Managers' Cups. In the men's class all the qualifying scores were below 100 for eighteen holes. The playing was generally of the Harvard Golf Club, made the best score for the eighteen holes that has been done this year. Mrs. Manice, of whom much was expected, led her class, but made a poor showing on the first round of the medal play. On Thursday the first round of match play, eighteen holes, will be the programme, the best eight scores in both classes qualified for the match play. The men's scores were as follows:

No. 2012	Out,	In.	Total.
H. W. Allen	- 42	46	88
John Barket	43	44	89
E. D. Burns	47	4/5	103
H. N. Wilson	- 46	47	93
J. McA. Vance	49	45	94
E. A. Thomson		49	95
R. S. Chaff		45	97
E. A. Manice		46	99
F. T. Francis	. 50	50	100
M. Kernochan	49	51	100
E. Learned	50	56	100
W. F. Hawkins	55	57	112
L Chauvenet	.57	58	115
E. A. Bradley	59	56	115
		2	****
The scores in the women's clas	s were	9.5	
	Out.	In.	Total.
Mrs. E. A. Manice	61	52	113
Miss Juliana Cutting		72	133
Miss Olive Barker		68	187
Mrs. L. Chauvenet		68	139
Miss Grace Allen		68	141
		51	163
Mrs. W. F. Hawkins		80	164
		80	167
Mrs. J. H. Noble		5.4	172
Mrs. R. K. Willard	70	50	168
Mis. B. A. Hilliand		con	1595

CYCLING.

THE DANGERS OF THE BROOKLYN BRIDGE FORCIBLY ILLUSTRATED.

MEMBERS OF THE CYCLING ASSOCIATIONS SAY THAT AS LIVES HAVE BEEN SACRIFICED A WHEELWAY SHOULD BE BUILT

OR WHEELMEN KEPT OFF

THE BRIDGE.

A trolley car has killed a wheelman on the Brooklyn Bridge. The fatal ending of a tandem ride in which Theodore Tappen, of Jersey City, was the was the one topic discussed where rid ers of the wheel congregated yesterday. Among organized wheelmen the case was discussed at ength, and the opinion was expressed frequently that if the Commissioner of Bridges do immediately it would be a good idea for the of-ficials of the League of American Wheelmen, as well as of the local organizations, to recommend that the Bridge be closed to wheelmen. "I real ize," said a well known wheelman, "that such a many poor clerks and boys who are accustomed to ride their wheels to and from business, Still, a ride over the structure during the busy hours of the day has become so fraught with danger that it is almost suicidal for men and women to try to ross the Bridge on their wheels. 'Now, Tappen and his comrade, McBride, were

following the one plan suggested by which they could hope to get over the structure in safety-that of following in the wake of one car right across the Bridge. By doing this they did not have to dart in and out between the trolley cars and trucks. Still, when the car in front stops suddenly and the car behind does not, what chance has a wheelman for his life? None whatever. While it is bad enough to ride a single wheel over the Bridge, it seems almost like inviting danger to attempt to ride a tandem over the Bridge. I know many people who ride tandems, but they always walk when crossing the Bridge, I trust that the death of Tappan will be the means of hastening Engineer Martin to make up his mind whether there is to be a wheelway over the Bridge or not. If the poli

At the offices of the American Bicycle Comuany yesterday it was said that the affairs of the com sany were moving favorably, but that nothing had comes the information that another bicycle and automobile trust has just been born at and automobile trust has just been born at Toronto. It is said that a syndicate has bought the plants of the H. A. Lozier Company at Toronto Junction, the Gould Bicycle Company, the Welland-Vale Company, of St. Catharines, and the Massey-Harris Company. It is said that the terms were cash, and that Senator Cox. Lyman M. Jones, W. E. H. Massey, E. R. Thomas and W. T. Soper compose the syndicate. An application will be made to the Ontario Government for a charter. The capitalization is to be \$5,000,000. It is said that Mr. Massey will be the president of the combination. It is the intention of the company to go into the business of manufacturing automobiles at Toronto and Montford, and also to put a bleycle on the market which can be retailed at such a price that it will drive the cheap American wheeles out of Canada.

American Wheelmen intends to push various bills

in the Legislatures in the interests of wheelmen, and thereby make the legislators of different parties place themselves on record as for or against gle. These bills will include those intended to improve the highways, to force railroads to carry not already compelled to do so, and to make ordinances in each State uniform. As it is customary to have a hard flight before the League can secure the passage of bills, it is the intention of the State and National officers of the organization to be unusually energetic during the season when politicians generally are more likely to grant concessions than at any other time. It is expected that this campaign for cycling legislation will be carried as high as Congress, as there are many ways in which that body can assist the wheelmen. The League of American Wheelmen is now preparing in its various departments the outline of this campaign, and when the details are thoroughly and systematically arranged and all the various officers instructed the work will be put under way. not already compelled to do so, and to make ordi-

active preparations for a race meet in that village on Labor Day. They have an array of prizes, and the entry list is well filled. The list of contests is to be as follows: One mile novice, one mile open, three mile open and five mile open. As a special feature a one mile match race will take place between George S. Coleman, the one mile amateur champion of Westchester County, and George Storms, the crack rider of the Ossining Wheelmen. League of American Wheelmen rules are to govern.

The Madison Wheelmen will hold their annual

clambake on Sunday at Glen Island. The members will leave the clubhouse at 9 a. m. and proceed by will leave the cholouse at s a. in, and wheel. Applications for large numbers of tickets for the club's summernight's festival on August 25 have been received, and the contest for the cup to be presented to the club having the largest number of uniformed members present promises to be a lively one. At least six clubs will send large dele-

The entire Signal Corps of the Connecticut National Guard, consisting of forty-one men, now in camp with Connecticut troops at Camp Lounsbury, Nightic, has been equipped with chainless blcycles. The first section has wheels geared to eighty two. Lieutenant Snell preferring that gear for his men. The wheels for the rest of the men are scared to seventy-two. The Signal Corps was formerly equipped with chain blcycles, but experience has shown the chainless to be much better adapted for military purposes.

From 3 o'clock to-morrow afternoon until 9 clock at night there will be continuous cycle races on the Berkeley Oval track. The fifty-mile amateur race, which was stepped by rain on Mon-day night, will be started again to-morrow after-noon, between 5 and 5 o'clock. It will follow the short distance races.

What promises to be an interesting race meet will be held at Delhi on September 2. The contests will be confined to amateurs, and \$250 worth of prizes will be distributed among the fortunate riders. The prizes will consist of diamonds, watches and jewelry. Entries may be made to James E. Hughes, of Delhi, N. Y.

RACETRACK WAR IN CALIFORNIA.

CALIFORNIA AND PACIFIC COAST

war in California is now almost a certainty. The

California Jockey Club threw down the gauntlet to-day by announcing that the fall and winter season for 1899 and 1960 would begin on the track in Oakland on September 21, which is six weeks earlier than usual.

The agreement between the California and the Pacific Coast Jockey clubs to alternate expired at

the close of last season. At present the Ingleside track, owned by the Pacific Coast Jockey Club, is under a ban, and the new track, now in course of erection at San Bruno, cannot be got ready until the latter part of October. In this way, unless the supervisors are successful in rescluding the ordi-nance passed by the Board in the spring, there will be no chance to fight the California Jockey Club be no chance to fight the California Jockey Club-until November.

Corrigan is interested in the Pacific Coast Jockey Club, and as he will smart under present arrange-ments, a great battle can be expected in California this fall, which may result in one association or the other going to the wall. It looks as if there will be no quarter between the warring turtmen, and that it will prove disastrous in the long run to the best interests of racing.

BOXING NOTES.

The Lenox Athletic Club will open a week from to-night with an amateur boxing show. Yearly two hundred entries have been received so far for the tournament. The finals will be decided on

uled to take place at the Westchester Athletic Club on August 31, has been declared off owing to a disagreement over the amount of money which the loser should receive.

THE PLAY AT NIAGARA. Niagara-on-Lake, Ont., Aug. 23 (Special).--Many

matches were played in the international tenuis tournament on the court of the Queen's Royal Hotel to-day. The Eastern cracks will not arrive until to-morrow, and the men's championship singles have been held until they appear. The feature to-day was the men's handicap singles,

which had a large entry list. The handicaps have been dealt out freely, and it is doubtful if either Bond or Fischer, who are on the back mark, owe 40, will reach the finals. Several matches were played in the men's novice singles, and H. N. Cowan, who has reached the semi-finals, seems likely winner. Miss Champlin and Miss Barker, two of Chicago's best women players, are here, and will play to-morrow. The scores follow:

will play to-morrow. The scores follow:

Handicap singles (preliminary round)—W. G. Kilmaver
(half diffeen) beat Parke Wright (owe half diffeen), 6—2,
6—2; C. Haya (half thirty) beat Louis Dewitt (thirty),
7—5, 6—4; H. N. Cowan (scratch) beat H. Bissell, 6—1,
6—2; W. G. Lichenstien (scratch), heat R. N. Stevenson
(half thirty), 6—3, 6—3; R. D. Little (owe thirty) beat
J. R. Gardner (fifteen), 6—4, 7—5.

Novice singles (first round)—P. Hays beat M. Kent,
default; H. N. Cowan beat A. Thibaudeau, 6—3, 6—2.

NO COLOR LINE IN CITY.

NEW-YORK HAS EDUCATED COLORED CHILDREN FOR TWO HUNDRED YEARS.

MUCH COMMENT ON JAMAICA DECISION-COMPUL-SORY SEPARATION ABANDONED

The recent ruling of Justice Smith, of the Sn-preme Court, to the effect that colored children may be excluded from the New-York public schools has excited considerable comment in educational circles. The decision of the Judge was based on the law of 1964, which authorizes separate education when desirable, and was called out by a suit brought by a colored woman of Jamaica for a writ of mandamus to compel the school authorities of Queens to admit her son into a school attended by In the schools of the boroughs of Manhattan and

The Bronx there exists no color line whatsoever, and colored children are enrolled in nearly every school. Indeed, this city has been famous for many years because of its educational work among the colored people. As early as 1704 a school for negro slaves, said

was opened on Manhattan Island by Elias Neau. He was assisted by Mr. Vesey, the rector of Trinity Church. This school attracted the attention of Governor Hunter, who issued a public proclamation exhorting the clergy to aid the work. In 1786 the New-York African Free School was established in Cliff-st., for the purpose of educating the chil-dren of runaway slaves. In 1824, when John Jay was president of the society, General Lafayette visited the school. In 1834, by act of the Legislature, these colored

schools were united with the public schools of the city. In 1852 the first evening schools for colored pupils were opened, with an attendance of 379. During the war race prejudices were revived to such an extent that black children who had begun to attend schools with white children were debarred in some instances. It was at this time that the statute was passed on which Judge Smith based his decision in the Jamaica case. Since the Civil War, however, these racial distinctions have not been revived, and the statute would never have been known to the majority of people had it not been called up in the courts.

concerning the attendance of colored children at our public schools," said Joseph J. Little, president do not believe this Jamaica case fairly represents the situation. There must have been some reason other than the color of the boy which debarred him from the institution. Children of all colors and races are taught in the public schools of the enlarged city. There are a few schools. I believe, This is not due to their exclusion from other schools, but because these institutions are situated in districts almost wholly tenanted by negroes. Yes every department of life. Those were the times

every department of life. Those were the times when the Sixth-ave, cars had signboards that read, 'Colored people allowed to ride this car.' But those times, I am glad to say, have long been forgotten. No, I do not believe this decision will revive the excusion of the negro from those privileges which he has lawfully and painfully gained."

William H. Maxwell, Superintendent of Public Schools, and John Jasper, Superintendent for Manhattan and The Bronx, are out of town.

The schools of the Borough of Brooklyn are also free from any color line, and in a section of its school laws there is a paragraph which reads:

"The principals and heads of departments shall make no distinction on account of race or color in admitting pupils into the schools."

Since Seth Low was Mayor of Brooklyn there has always been a colored man on the Board of Education.

cation.

There was a time when Brooklyn maintained separate schools for colored children, and about tweive years ago a colored man made a fight to have his child admitted to School No. 5, in which there were white children only. John Gallagher, now of the Manual Training School, was principal. Mr. Gallagher refused to receive the child. He was sustained by the Board of Education.

The applicant took the case into the courts. He was defeated. It was not long after this that the Board of Education renumbered all the schools and by common consent the designations, Colored

TUGBOAT FIREMEN TALK STRIKE.

AND YACHT RACES TO DEMAND \$30 A MONTH. erday that the firemen on the tugboats, and possibly on some other harbor craft, were preparing to strike for an increase of pay, and that they also had other demands to make. It was said that they might take advantage of the fact that the international yacht races and the celebration of the arival of Admiral Dewey come close together and choose a date for their strike that would seriously

John J. Powers, of Jersey City, president of the John J. Powers, of Jersey City, president of the Firemen's Union, said last night: "The marine firemen are receiving \$25 a month. When one of them is made a first fireman, which makes him practically the assistant engineer and requires him to take the place of the engineer when the boat is making a long run and the engineer is sleeping, his pay is advanced \$5 a month. The men have yet made no formal demand on the boat owners, but what they want is \$30 a month and \$35 for first firemen, which is \$5 iess than is paid in Boston. Powers also said that the boat owners were substituting soft coal for pea coal, which makes the work harder. The men also complain that they were at times compelled to work all night, for which they received no extra pay. They will hold a meeting at Grand and Hudson sts. on Saturday night to decide what action they will take.

A CLYDE LINER DISABLED.

Atlantic City, N. J., Aug. 23.-The Clyde Line steamer Oneida, from Wilmington, N. C., for New-York, with a cargo of freight, broke her shaft fifteen miles southeast of Atlantic City Lighthouse to-day, and is now anchored there. Some of the crew came ashore and telegraphed for a tug, which will probably reach her to-morrow morning. There is very little sea, and the vessel is in no danger. She is commanded by Captain Staples.

Professor Donald Batcheller, of New-York, was the principal speaker, and there was singing by five Shaker sisters from Mount Lebanon, N. Y. At the afternoon session Dr. Benjamin F. True-blood, of Boston, who attended the Peace Confer-ence at The Hague, spoke at length on the confer-ence, and Dr. M. R. Levenson, of Staten Island, and Dr. Rebecca Moore spoke on "Vivisection." President A. H. Love was re-elected for the thirty-third time by a unanimous vote.

Sporting Goods.

STARR WHEEL CO., 23d St. and Lexington Ave.

to be the first of its kind in the United States,

"No complaints come to the Board of Education

Board of Education renumbered all the schools and by common consent the designations, Colored Schools Nos. 1, 2, 3 and 4, were dropped and these schools were numbered consecutively with the white schools. In two schools the pupils are still largely colored. One is No. 69 Union-ave., near Stagg-st. The teachers in this school are colored. The other school is No. 83 Bergen-st, and Schen-erady.com

MAY TAKE ADVANTAGE OF DEWEY RECEPTION

embarrass the tugboat owners, many of whom have already chartered every boat at their command. Several tugboat owners were asked about the rumor yesterday, but all said they had heard nothing of it. They also said that if there were to be a strike it would not very materially interfere with their business, as they could hire all the men for firemen they wanted. Applications for the posttion were numerous. There was hardly a tugboat office that did not receive half a dozen or more of them every day, they said.

PEACE UNION MEETING. Mystic, Conn., Aug. 23.-The Universal Peace holding its thirty-third annual meeting in the Peace Temple here, held an evening meeting to-night.

Sporting Goods and Cycle Dealers .